

Boston Arrivals.

The fares and prices in detail are:
 Sch. Actor, 16,000 haddock, 1000 cod.
 Sch. Ignatius Enos, 1700 cod.
 Str. Surf, 42,000 haddock, 6500 cod,
 5000 lemon sole.
 Str. Spray, 15,000 haddock, 600 cod.
 Sch. Belbina P. Domingoes, 50,000
 haddock, 60,000 cod, 6000 pollock, 1000
 halibut.
 Sch. Rebecca, 28,000 haddock, 14,000
 cod, 8000 cusk.
 Sch. Helen B. Thomas, 7000 had-
 dock, 3000 cod, 1500 pollock.
 Sch. Nettie Franklin, 14,000 haddock,
 12,000 cod, 4000 pollock.
 Sch. Emily Sears, 14,000 cod.
 Haddock, \$2 to \$4 per cwt.; large
 cod, \$3; market cod, \$2 to \$2.50; hake,
 80 cts. to \$1.50; pollock, 75 cts. to \$1.25.

NETTERS HAVE SMALL FARES

Good trips continue among the southern netters and this morning, New York wires that 16 crafts are there, several with some fine fares of large fresh mackerel.

The fares in detail are as follows:

Sch. Albert Brown, 50 fresh mack-
 erel.
 Sch. Alert, 200 fresh mackerel.
 Sch. Annie Mack, 450 fresh mack-
 erel.
 Sch. Lucy B. Windsor, 450 fresh
 mackerel.
 Sch. Clara T., 350 fresh mackerel.
 Sch. Thomas Condon, 850 fresh
 mackerel.
 Sch. Mabel, 1100 fresh mackerel.
 Sch. Priscilla, II, 1000 fresh mack-
 erel.
 Sch. On Time, 900 fresh mackerel.
 Sch. W. H. Clements, 400 fresh
 mackerel.
 Sch. Verna and Esther, 400 fresh
 mackerel.
 Sch. Golden Eagle, 600 fresh mack-
 erel.
 Sch. Lillian, 2000 fresh mackerel.
 Sch. Blanche F. Irving, 2000 fresh
 mackerel.
 Sch. Earl and Nettie, 1700 fresh
 mackerel.
 Sch. Natalie, 1700 fresh mackerel.
 Wholesale paid 28 cents apiece for
 large fresh mackerel this forenoon.
 At Newport this morning, one net-
 ting arrival was reported, sch. Mildred
 J., having 600 large fresh mackerel.
 Dogfish filled all the weirs at Prov-
 incetown Tuesday night, and this fact
 leads many to believe that mackerel
 are schooling not very far away, as
 the dogfish stick close to the mack-
 erel schools. The dogfish apparently
 drove all the herring and whiting
 away from the vicinity of Provincetown
 traps, for with the exception of
 a few herring caught in Herring Cove
 none of the bait fish were taken there
 yesterday morning.
 The schooner Barbara, fishing off
 No Man's Land Tuesday night, ran
 into a big school of good-sized fish,
 and in one set of the seines captured
 700 mackerel in count. These fish,
 landed in New Bedford, were packed
 and shipped to T wharf.

Portland Fishing Notes.

After taking on bait, the schooner
 Claudia, a handliner from Gloucester,
 proceeded late Tuesday for the
 Georges banks.

After taking out \$1000 worth of fish
 at T wharf, Boston, Monday, the
 schooner George H. Lube came to
 Portland Tuesday to give her crew a
 chance to spend some of it. Mean-
 while she grounded out at Long wharf
 to caulk some of her seams.

The schooner Fannie Hayden came
 up from Chebeague Wednesday to
 make ready for sword fishing. She
 will probably start out the latter part
 of next week.

Big Halibut Fishing.

The gasoline sch. Idaho arrived a
 few days ago at Seattle with 94,000
 pounds of halibut. This was the
 fourth voyage to Alaska made by the
 Idaho, her whole catch for the four
 trips amounting to 309,000 pounds.
 This schooner is owned and com-
 manded by Thomas P. Quinn, a son of
 Martin Quinn, watchman at the Rich-
 mond Sugar Refinery, Halifax, N. S.

Vessels Sailed.

Sch. Alice M. Guthrie, haddocking.
 Sch. Yankee, haddocking.
 Sch. Squanto, Cape Shore mackerel
 seining.
 Sch. Mattie Winship Georges hand-
 lining.

THE SARDINE INDUSTRY OF FRANCE

A History of Little Fishes From Ocean to the Table.

When you purchase a box of sar-
 dines, or when you open it and devour
 its savory contents, do you ever think
 how many hands it passed through be-
 fore it reached yours? The little sil-
 very fishes have been subjected to a
 long series of operations by the fisher-
 men who extricated them from the
 meshes of their nets, the women who
 cleaned them, cooked them and im-
 mersed them in a bath of oil, the tin-
 smiths who sealed the boxes, and a
 supplementary host of packers, car-
 riers and wholesale and retail deal-
 ers.

When the fishing boats arrive at
 their home port the sardines are tak-
 en to the factory, where they are be-
 headed, dressed and thrown into vats
 of brine in which they remain from 15
 to 45 minutes, according to their size.
 On their removal from the brine they
 are laid on grids, which in fine weath-
 er are carried to an open drying yard,
 and in bad weather are placed in racks
 mounted on carriages, which are
 placed in chambers traversed by a
 current of hot air.

When the sardines are dry the grids
 are taken to the kitchen, where they
 are plunged into huge vessels of boil-
 ing oil. This operation is watched by
 women, who take care to remove the
 sardines before their flesh has been
 heated to excess.

After the sardines have cooled they
 are deprived of their tails and packed
 in tin boxes by women seated at long
 tables. The boxes are classed as
 wholes, halves and quarters. The
 quarter box contains eight or 10 sar-
 dines, and is the most familiar size.
 Sometimes pimento, sliced lemons and
 pickles and other condiments are put
 in the bottom of the box.

The filled boxes are placed on large
 trays and carried to the oiling-room,
 where the voids are quickly filled with
 oil flowing from a row of taps, which
 the operator controls with one hand,
 while with the other she brings each
 box in turn under a stream of oil.

The boxes are sealed either by sold-
 ering or by folding and pinching the
 edges. In the former case the solder-
 ing iron is continuously heated by a
 blow-pipe as it passes along the edge
 of the box, which is clamped to a
 turn table. A single blower furnishes
 the air blast for 50 or 60 flames, tend-
 ed by as many men. In the newer
 factories soldering has been replaced
 by the more rapid and more hygienic
 operation of folding and pinching,
 which is performed by special ma-
 chines so perfectly that the lid is her-
 metically joined to the box.

The sealed boxes are sterilized at
 a high temperature in autoclaves, and
 are then rolled in sawdust to remove
 oil and other impurities from their
 exterior.

A curious and important fact in the
 biology of the sardine is the sudden-
 ness with which these little fishes ap-
 pear in great numbers and subse-
 quently vanish, probably in conse-
 quence of changes in oceanic condi-
 tions. According to M. Charles Rabot,
 sardines appear in dense schools wher-
 ever they find the most favorable de-
 grees of temperature and salinity,
 and disappear as soon as the water
 has been replaced by a current of
 different character. Unfortunately we
 know nothing of the physical condi-
 tions which the sardine seeks, or of
 the movement of various strata of
 water along the coast. We do not
 know whether the sardine prefers
 warm or cool water, very salt or mod-
 erately salt water, nor do we know
 the temperature and salinity of the
 sea at different seasons, depths and
 distances from land.

On the Railways.

Sch. Rose Standish is on Rocky
 Neck railways.
 Sch. Frances S. Grueby is on Burn-
 ham Brothers' railways.
 Sch. Philomena is on Parkhurst's
 railways.

Fishing Fleet Movements.

Sch. Georgianna arrived at Canso,
 Tuesday last and sailed for Magdalens.

In Brittany, sardines are caught
 with a long vertical net, from 1000
 to 1300 feet long and 26 to 33 feet
 deep, which is supported by corks
 fastened to its upper border, and is
 attached to the stern of the boat
 by a cord several yards long. As the
 boat moves slowly against the cur-
 rent the sardines are lured to the net
 by salted cod thrown on the water.
 The net is made of thread so fine that
 it is almost invisible and the meshes
 are of such dimensions that the sar-
 dines thrust their heads through them
 and are caught by the gills. A net
 raised after a few minutes' trawling
 sometimes yields several thousand
 sardines.

This simple and time-honored device

gives good results in the hands of the
 Breton fishermen, but their rivals of
 the Gulf of Gascony, and the Atlantic
 coast of Spain and Portugal prefer
 the circular seine, which is made by
 completely surrounding a whole school
 of fish with a vertical net and then
 drawing the bottom of the net together
 by means of a draw-string. The great
 bag thus formed is gradually con-
 tracted by hauling in, and the im-
 prisoned sardines are removed by
 means of landing nets.

The circular seine is very effective
 but its employment on the Breton
 coast is hardly practicable, as was
 proved by experiment seven years ago.
 The French packers, nevertheless,
 would like to have it adopted in or-
 der to increase the catch. Some ex-
 perts recommend the Guezennec net,
 a floating cage of netting, open in
 front and on top, which is towed be-
 hind the boat and entraps the sar-
 dines as it advances. When the catch
 is deemed sufficient both openings are
 closed by drawing cords. The top is
 then reopened and the sardines are re-
 moved with landing nets.

The French fishermen, however, fear
 that an increase in the catch will
 lower the price, and they are re-
 luctant to adopt any improved device,
 although the packers require cheap
 raw material in order to meet the for-
 eign competition, particularly that of
 Spain and Portugal, which annually
 throw about 1,500,000 cases of sardines
 upon the market. The problem, there-
 fore, is a difficult one, and its satis-
 factory solution will require many con-
 cessions from both sides, before this
 important industry is safe from the
 demands of fishermen, tinsmiths and
 packers.—Jacques Boyer in the Scien-
 tific American.

THREE TRIPS AT T WHARF

Sch. Gladys and Nellie Has
 Another of Her Famous
 Big Fares.

Three fresh arrivals constituted the
 receipts of the fresh fish receipts at
 T wharf, Boston, this morning.

A nice fare is that of sch. Gladys
 and Nellie, Capt. Watts, with 126,000
 pounds. Sch. Josie and Phoebe had
 25,000 pounds and sch. Elva L. Spur-
 ling, 55,000 pounds.

Wholesale prices on haddock were
 \$1.35 to \$3 a hundred weight, large
 cod, \$2.80 to \$3, small cod, \$2 to \$2.50,
 hake, 80 cents, and pollock, \$1.25.

Boston Arrivals.

The fares and prices in detail are:
 Sch. Gladys and Nellie, 4000 had-
 dock, 120,000 cod, 2000 hake, 400 hal-
 ibut.

Sch. Josie and Phoebe, 15,000 had-
 dock, 2600 cod, 7000 hake, 300 halibut.
 Sch. Elva L. Spurling, 10,000 had-
 dock, 24,000 cod, 17,000 hake, 300 cusk,
 4000 pollock.

Haddock \$1.25 to \$3 per cwt.; large
 cod, \$2.80 to \$3; market cod, \$2 to
 \$2.50; hake, 80 cts. pollock, \$1.25;
 cusk, \$1.

SAW NO CHANGE IN FULTON MARKET

When I wanted to visit Fulton mar-
 ket, a few days ago, I took the sub-
 way at One Hundred and Tenth street,
 Manhattan, and traveled to Borough
 hall; then a trolley car carried me to
 the ferry and after a long delay I
 crossed the river.

My plan was to save the tiresome
 walk down the once thronged but now
 almost deserted Fulton street, Man-
 hattan. As a time-saver the scheme
 was a miserable failure; but as a re-
 vivifier of memories of 40 years ago,
 the experience was most illuminative!

The once arrogant Fulton ferry was
 "on the bum!" The vulgarity of the
 slang seems deserved when I recall
 the arbitrary manner in which pas-
 sengers were once herded into its
 boats during busy hours. Many a
 time, when I dwelt on Columbia
 heights, as a man of 20, did I literally
 cling to the chain at the back of the
 boat—grateful to get across the
 river! The boat upon which I crossed
 last week had six passengers besides
 myself! All the domination of a mo-
 nopoly had departed! The old chap
 at the window collected five cents
 and then told me the next boat would
 not leave for 20 minutes. We had
 speech together, and I reminded him
 of the ancient regime. He sighed,
 admitted the truth of my criticism,
 and said: "Ah, well, we all change;
 this 'ere ferry's no exception!"

When I reached Fulton market,
 however, I was no longer inclined to
 agree with the ferryman. The mar-
 ket hasn't changed, except for the
 worse, since 1873! It is as damp,
 musty and foul-smelling as it ever
 was. The march of improvement has
 passed it by! I sought in vain for
 the familiar names of 40 years ago. I
 looked for placards announcing broiled
 chicken lobsters at 10 cents each. The
 ancient yellow brick hotel across the
 street "was still there," like the flag
 over Fort Henry.

My first inquiry was: "Where is the
 board of health?"

No class of citizens has been more
 meanly treated than the generation
 after-generation lessees of stalls in
 Fulton market!

The place, as it stands today, is
 absolutely unhealthy!

While millions are being expended
 on "breathing places" for alien Ital-
 ians, Armenians and Russians of the
 East side, about 500 tax-paying Amer-
 ican citizens are housed by the city
 authorities in disgraceful quarters
 and assessed exorbitant rents—just
 because they are fixtures and can-
 not afford to begin trade anew in a
 different part of the town, where their
 best customers from the great hotels
 might not care to go.

Practically the exaction of rent from
 the Fulton market men is little less
 than a shameful species of "graft,"
 because the commissioners know they
 have the tradesmen in their power.

Not in many years have I felt such
 indignation toward the general mis-
 government under which large num-
 bers of New Yorkers live! The de-
 cline of Fulton street, Manhattan, is
 due to the bridges and the subway;
 but the fish market is an institution
 that does not change.—Julius Cham-
 bers in the Brooklyn Eagle.

Net Weight Law Regulations.

The committee, appointed by the
 Secretaries of Commerce, the Treas-
 ury, and Agriculture to draw up reg-
 ulations for the enforcement of the
 new net weight law announces that it
 is ready to receive recommendations
 and suggestions in writing. The first
 hearings for manufacturers, dealers,
 and others interested will be held
 in New York during the week of June
 9, and other hearings will be held
 whenever and wherever there is suf-
 ficient demand. Communications for
 this committee should be addressed to
 the Net Weight Law Committee, De-
 partment of Agriculture Bureau of
 Chemistry, Washington, D. C.

The net weight law was signed
 March 3, 1913, and it is to go into ef-
 fect 18 months from that date. It re-
 quires that the quantity of the con-
 tents of food packages be plainly
 marked on the outside of each pack-
 age in terms of weight, measure, or
 numerical count.

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BIG SCHOOLS ON THE CAPE SHORE

Times Liverpool Correspondent Sends Good News—Fish Going Along Well In-Shore—Netters Do Well.

Mackerel prospects are looking better each day and from the encouraging news wired from Liverpool, N. S., last evening by its correspondent at that place, there is every indication that the fleet will soon be striking them.

According to the Liverpool despatch 250 barrels of mackerel were taken in the traps at Yarmouth yesterday. Several of the netters took fish close in shore. Large bodies of fish are schooling along the coast well in shore, which gives the best of prospects for our fleet down there to make some good hauls.

While mackerel are showing up in good schools off the Cape Shore, there seems to be quite a body of fish still to the southward, where the netting fleet are reaping a harvest. Yesterday was a banner day for the boats, nearly all of them being in this morning with fares of large mackerel, ranging from 200 to 2000 fish in count.

The New York arrivals in detail are:

Netters at New York.

Sch. Gracie Smith, IL, 1300 fresh mackerel.
Sch. Jennie H. Gilbert, 1900 fresh mackerel.
Sch. Julia, 200 fresh mackerel.
Sch. Joker, IL, 500 fresh mackerel.
Sch. Mary Emerson, 500 fresh mackerel.

Sch. Maxwell, 500 fresh mackerel.
Sch. Pearl, 1000 fresh mackerel.
Sch. Florida, 1000 fresh mackerel.
Sch. Mabel E. Leavitt, 1900 fresh mackerel.
Sch. Conquest, 1000 fresh mackerel.
Sch. Lewis H. Tottman, 800 fresh mackerel.
Sch. Wood and Mack, 800 fresh mackerel.
Sch. Atlantic, 2500 fresh mackerel.
Sch. Mettacommet, 2000 fresh mackerel.
Sch. Helen, 900 fresh mackerel.
Sch. Reliance, 900 fresh mackerel.
Sch. M. Madeline, 900 fresh mackerel.
Sch. Eddie A. Minot, 400 fresh mackerel.
Sch. Hockomock, 400 fresh mackerel.
Sch. Marguerite, 400 fresh mackerel.
Sch. Annie Hamilton, 300 fresh mackerel.
Sch. Two Brothers, 300 fresh mackerel.
Sch. Eliza A. Benner, 800 fresh mackerel.
Sch. Sneed, 800 fresh mackerel.
Sch. Sylvester, 700 fresh mackerel.
Sch. Motor, 1100 fresh mackerel.
Sch. Cherokee, 1100 fresh mackerel.
Sch. J. W. Morgan, 800 fresh mackerel.
Sch. Theresa, 2500 fresh mackerel.
Sch. Lafayette, 1800 fresh mackerel.
Sch. William Starbuck, 900 fresh mackerel.
Sch. Julietta, 1200 fresh mackerel.

A QUICK TRIP FOR SCH. GEORGIA

Capt. John Stream Brings a Fine Fare in His New Command.

Just 15 days out, sch. Georgia, Capt. John G. Stream, arrived from a Georges halibut trip this morning with 22,000 pounds of the finest kind of halibut, and about 10,000 pounds of salt cod besides.

It is Capt. Stream's first trip in the Georgia since he shifted over from sch. Rena A. Percy recently sold to Pensacola. The Georgia behaved nicely under her new commander, and nice fishing was struck. The halibut was purchased at 10 cents a pound for white and eight cents for gray by the American Halibut Company.

The only other arrival was sch. Belbina P. Domingoes which brought down her fare of 100,000 pounds of fresh fish to split.

The gill netters did but little yesterday, having about 10,000 pounds in all.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are as follows:

Sch. Georgia, Georges, 22,000 lbs. fresh halibut, 10,000 lbs. salt cod.
Sch. Belbina P. Domingoes, via Boston, 100,000 lbs. fresh fish.
Str. Evelyn H., gill netting, 1000 lbs. fresh fish.
Str. Roamer, gill netting, 800 lbs. fresh fish.
Str. Mystery, gill netting, 700 lbs. fresh fish.
Str. Prince Olaf, gill netting, 1200 lbs. fresh fish.
Str. Harold II., gill netting, 1000 lbs. fresh fish.
Str. Ibsen, gill netting, 1500 lbs. fresh fish.

Bank halibut, 10c for white and 8c for gray.

SPRAY BROKE STEAM WINCH

The steam trawler Spray, which reached the fishing grounds of the South Channel Wednesday, arrived back at T wharf Thursday morning with a very small trip of fish. As the big nets were being hauled Wednesday afternoon the steam winch broke. This made it impossible for the nets to be hauled. They were pulled in by hand, and the steamer was at once headed for T wharf.

A MISTAKEN IDEA.

That Small Well-Constructed Vessels Are Unsafe on Ocean Voyages.

In commenting upon the department from Boston in March last of the fishing sch. Knickerbocker for Seattle on the Pacific coast to engage in halibut fishing, a writer in the Boston Herald said:

"These people would shrink with horror at the thought of making such a voyage in such a vessel had they had the writer's practical experience in making three voyages around this storm-breeding and desolate cape as an officer of the smartest of the clipper ships of 1850-55. Before any vessel succeeds in rounding Cape Horn she will have been tested to her uttermost capacity as to her seaworthiness and ability to withstand continuous battles—of perhaps weeks' duration, with tempests of hurricane force, as well as combing billows and mountainous seas that threaten to engulf the vessel any moment."

This big-ship mariner has evidently had no experience in trying out the seagoing qualities of an up-to-date fishing vessel. If he had, he would know that they ride the sea when required to in the heaviest gale like a gray gull and are drier than a larger vessel after the sea gets to running more or less regularly and long. In a short sea at the beginning of a gale they are somewhat wet from spray, but solid water seldom boards these lively craft, as they manage to keep on top of even a big comber, which frequently comes along backed by an extraordinary force of the gale. The New England fishing vessel, however, that have recently sailed for the Pacific coast are equipped with small auxiliary power and are thereby enabled to go through the Strait of Magellan, and so avoid the gales that sailing vessels are obliged to encounter in rounding Cape Horn.

The Knickerbocker is about 100 feet in length and a little less than 100 tons burden. She is schooner rigged with a very large mainsail, with perhaps as much canvas in it as there is in her foresail, staysail, and jib. She carries but these four lower sails, being what is termed "bald-headed," neither has she any bowsprit, her jib-stay setting up at the stem, and her forestay to a timberhead about half way between her stem and foremast. She has a snug, weatherly yacht-like hull that can navigate any of the seven seas safely if kept off the coast or reefs and away from collisions, being in fact a first-class underwriters' risk for the voyage she has undertaken.—Marine Journal.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$4.75 per cwt.; medium, \$4.25; snappers, \$3.
Drift codfish, large, \$4.50 per cwt.; medium, \$4.
Cape North codfish, large, \$4; medium, \$3.50; snappers, \$2.50.
Eastern halibut codfish, large, \$4.25, medium, \$3.75.
Georges halibut codfish, large, \$4.50; medium, \$4.
Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.
Hake, \$1.50.
Pollock, \$1.50.
Haddock, \$1.50.

Fresh Fish.

Splitting prices:
Haddock, 90c per cwt.
Eastern cod, large, \$2; medium, \$1.75; snappers, 75c.
Western cod, large, \$2.25; mediums, \$2; snappers, 75c.
Peak cod, large, \$2 medium, \$1.75; snappers, 75c.
Cape North cod, large \$2; medium, \$1.75; snappers, 75c.
All codfish, not gilled, 10c per 100 pounds less than the above.
Hake, 90c.
Cusk, large, \$1.40; mediums, \$1; snappers, 50c.
Dressed pollock, 80c, round, 70c.

CAPT. CORKUM HIT 'EM HEAVY

Is Home in Sch. Richard With a Fare Which Means Big Money.

Sch. Richard, Capt. William Corkum, from a Cape North and Quero cod and halibut combination trip, arrived home this morning, hailing for the dandy fare of 120,000 pounds.

Capt. Corkum went to the Magdalen where he secured a baiting and fished around Cape North where he secured 80,000 pounds of salt cod, afterwards finishing up on Quero where 20,000 weight of halibut was secured. In addition, the craft has about 15,000 weight of fresh cod.

The halibut sold this morning to the American Halibut Company to take out Monday.

Other off-shore fares are schs. Patriot from salt drifting with 45,000 weight of salt cod; Volant, Georges handlining, 22,000 pounds salt cod; Mary P. Goulart, Brown's, with 120,000 pounds fresh mixed fish; Massasoit from Bay of Fundy, with 35,000 pounds hake.

Sch. Gladys and Nellie brought down her fare of 125,000 pounds of fresh fish from Boston, which went to the splitters this morning.

The gill netters had about 15,000 pounds of fresh fish yesterday, steamer Carrie and Mildred being high line with 5000 pounds. The catch ran about half cod and haddock.

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Sch. Volant, Georges handlining, 22,000 lbs. salt cod.
Sch. Massasoit, Bay of Fundy, 35,000 lbs. fresh hake.
Sch. Mary P. Goulart, Brown's Bank, 120,000 lbs. fresh fish.
Str. Mary L., gill netting, 1000 lbs. fresh fish.
Str. Prince Olaf, gill netting, 1300 lbs. fresh fish.
Str. Lorena, gill netting, 1200 lbs. fresh fish.
Str. Randolph, gill netting, 1300 lbs. fresh fish.
Str. Evelyn H., gill netting, 900 lbs. fresh fish.
Str. Carrie and Mildred, gill netting, 5000 lbs. fresh fish.
Str. Harold II., gill netting, 400 lbs. fresh fish.
Str. R. J. Kellick, gill netting, 2500 lbs. fresh fish.
Sch. Richard, Cape North and Quero, 80,000 lbs. salt cod, 20,000 lbs. fresh cod, 20,000 lbs. fresh halibut.

Vessels Sailed.

Sch. Cavalier, halibuting.
Sch. Frances S. Grueby, Cape Shore, mackerel seining.
Sch. Little Fannie, mackerel seining.
Sch. Gladstone, Boston.
Sch. W. H. Rider, salt drifting.

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Hake, \$1.50.
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All codfish, not gilled, 10c per 100 pounds less than the above.
Hake, 90c.
Cusk, large, \$1.40; mediums, \$1; snappers, 50c.
Dressed pollock, 80c, round, 70c.